

Amendments to the Claims

1. (Currently Amended) A method for determining the fuel consumption of ~~[[an]]~~ at least one electrical consumer in a motor vehicle with an internal combustion engine, supplied by a generator, which is driven by the internal combustion engine, comprising determining at least one current value of the generator mechanical power input upon energization of the electrical consumer and determining the fuel consumption of the at least one electrical consumer in the motor vehicle based on the at least one current value.

2. (Previously Presented) The method as claimed in claim 1 wherein the method comprises the determination of an electrical power input of the generator at different times.

3. (Previously Presented) The method as claimed in claim 2 wherein the electrical power input is determined at a first instant and a second instant following the first instant in time, the first instant occurring at the time at which the electrical consumer is connected, briefly prior to the electrical consumer being supplied with current.

4. (Currently Amended) ~~A method for determining the fuel consumption of an electrical consumer in a motor vehicle with an internal combustion engine, supplied by a generator which is driven by the internal combustion engine,~~ comprising determining at least one current value of ~~the generator~~ a mechanical power input of a generator upon energization of ~~[[the]]~~ an electrical consumer in a motor vehicle with an internal combustion engine, wherein the electrical consumer is supplied by the generator, wherein the generator is driven by the internal combustion engine; and determining an electrical power input of the generator at different times using a generator model, ~~wherein the method comprises the determination of an electrical power input of the generator at different times, and the electrical power input is determined by means of a generator model.~~

5. (Previously Presented) The method as claimed in claim 2 wherein the electrical power input is determined by means of values from one or more characteristic fields of the generator.

6. (Currently Amended) ~~A method for determining the fuel consumption of an electrical consumer in a motor vehicle with an internal combustion engine, supplied by a generator which is driven by the internal combustion engine,~~ comprising determining at least one current value of ~~the generator~~ a mechanical power input of a generator upon energization of ~~[[the]]~~ an electrical consumer in a motor vehicle with an internal combustion engine, wherein the electrical consumer is supplied by the generator, wherein the generator is driven by the internal combustion engine, and wherein mechanical and electrical losses are taken into account when the value is being determined for the mechanical power input on the generator.

7. (Currently Amended) The method as claimed in claim 4 wherein for the generator model the input quantities are ~~at least~~ selected from the group consisting of the engine speed, the ambient temperature, the transmission ratio, the voltage of the vehicle electrical system, ~~[[and]]~~ the excitation current of the generator, and combinations thereof.

8 – 10. (Canceled).

11. (New) The method according to claim 1, further comprising displaying an indication of the fuel consumption of the electrical consumer.

12. (New) The method according to claim 1, wherein fuel consumption is determined for each of a plurality of electrical consumers.

13. (New) The method according to claim 1, wherein fuel consumption is displayed for each of a plurality of electrical consumers.

14. (New) The method according to claim 1, wherein the method further comprises the determination of an electrical power input of the generator at different times, and the electrical power input is determined by means of a generator model.

15. (New) The method according to claim 1, wherein mechanical and electrical losses are taken into account when the value is being determined for the mechanical power input on the generator.

16. (New) The method as claimed in claim 14 wherein for the generator model the input quantities are selected from the group consisting of the engine speed, the ambient temperature, the transmission ratio, the voltage of the vehicle electrical system, the excitation current of the generator, and combinations thereof.